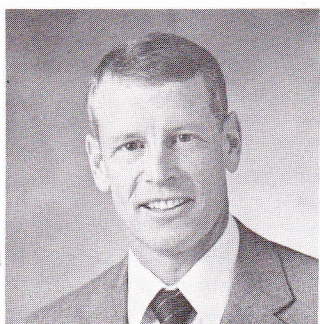


IDAHO AVIATION REPORT

VOLUME 36, NO. 2

SUMMER 1990

CHIEF'S BRIEF



Bill Miller

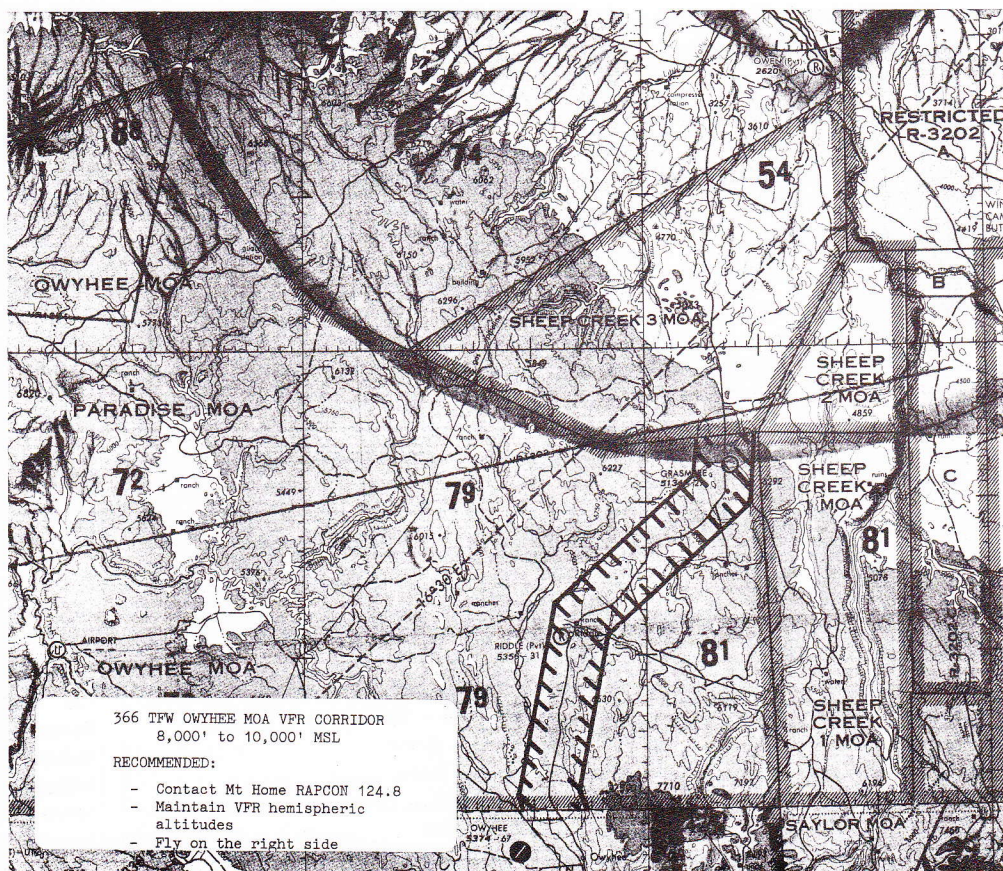
Aeronautics Legislation.

The Bureau sponsored two bills in the Legislature to increase funding for the airport grant program. The bills proposed an increase of approximately \$215,000 per year to be dedicated to rebuilding Idaho's municipal airports. One bill, dealing with aircraft registration fees, passed; the second, increasing the aviation fuel tax by 1¢ per gallon, failed.

Aircraft Registration Fees

Fees were changed by HB 658, from 2½¢ per pound useful load to 1¢ per pound gross weight. For most owners this will be a small increase in fees. HB 658 also raised the maximum aircraft registration fee from \$100 to \$200. The new fees are effective July 1.

Aviation Fuel Tax would have increased by 1¢ per gallon if HB 659 had passed. This bill passed the House, but failed to get through the Senate Trans-
see back page



MILITARY ESTABLISHES A VFR CORRIDOR IN SOUTHERN IDAHO

Officials at Mtn. Home AFB, announced that effective June 8, 1990, a civilian air corridor would be in place through Military Operating Areas (MOA) in southwest Idaho.

As is shown on the map, the corridor follows State Highway 51 from just north of Grasmere airstrip, to just north of the Owyhee airstrip at the Nevada border.

In announcing the opening of the corridor, Kent Apple, Airspace Manager for the 366th Tactical Fighter Wing, said, "The establishment of the route is in response to the needs and desires of the general aviation pilots in the area."

There are some cautions that should be observed when using the corridor. The Owyhee MOA underlies

See back page

CENTENNIAL AIRSHOW IN IDAHO FALLS

Idaho pilots should plan to attend the Centennial Airshow Idaho 90 in Idaho Falls July 28th and 29th. The airshow is sponsored by the Idaho Falls Greater Chamber of Commerce and Federal Express. The gates open at 9 a.m. each day and the airshow begins at 1 p.m. The airshow will feature the following acts:

- Steve Soper – Skymaster
- Otto-Talking Helicopter
- Coors Silver Bullet – Acrobatic Team
- Mike Wigen – Cyclone
- Danny Sorenson – Blue Dragon
- Barnstormer Finishing School – Featuring Bill Hunsacker and Pat Hawley
- Skydivers
- Budweiser Clydesdales
- Moonwalk for the kids
- Military Displays

The parade theme will be: Oxen to Aircraft: A History of Transportation. There will be plenty of food concessions and refreshments for all. Ticket prices are \$6 for adults – \$4 for ages 6-12 years, under 6 free. For additional information contact the Idaho Falls Chamber of Commerce at (208) 523-1010.

Idaho Transportation Department

Governor CECIL D. ANDRUS
Director KERMIT KIEBERT
Deputy Director GEORGE NEUMAYER
Chief of Aeronautics WILLIAM MILLER

Aeronautics Advisory Board
Chairman H.P. HILL
Member WILLIAM PARISH
Member HARRY MERRICK

Bureau of Aeronautics
3483 Rickenbacker Street
Boise, ID 83705
(208) 334-8775

SAFE PILOT AWARD RECIPIENTS

One Year

Jesse Bell – Boise
Dave Maison – Boise
David A. Martin – Nampa
John L. Reeder – Emmett
Martin W. Rust, Jr. – Boise
Charles E. Thomas – Emmett
Mark Wiars – Boise
Steven R. Windh – Boise
Kevin B. Yagues – Boise
Darold Bingham – Blackfoot
Brad G. Chilton – Pocatello
Darryl Harer – Downey
Amy L. Hoover – Salmon
Donald R. Longwith – Idaho Falls
David N. Parmenter – Blackfoot
Jeffrey D. Staffon – Idaho Falls
Melvin Wagoner – Pocatello
Dale E. Adams – Buhl
Donald K. Campbell – Buhl
Culley Clements – Kimberly
Orville J. Henry – Wendell
Charles K. Major – Twin Falls
Patricia A. Maloney – Clayton
Robert E. Patmont – Ketchum
William D. Paul – Twin Falls
Mark D. Spencer – Jerome
Nancy M. Traner – Coeur d'Alene
Michael I. Nickerson – Post Falls
Daniel Zaccanti – Athol

Two Years

Dominique L. Bird – Sandpoint
Betty Desimas – Osburn
Dave Sommer – Twin Falls
Lawrence M. Beasley – Blackfoot
Christopher James – Challis
Michael D. Marquette – Chubbuck
Artice M. Swingle – Shelley
Eric L. Johnson – Boise
Kurt C. Larson – Boise
Michael J. Mitchell – Emmett
Dave Splan – Boise
Sandra J. Templeton – Boise

Three Years

Robert A. Benner – Meridian
Jerry L. Booth – Meridian
Michael G. Foley – Richland, WA
Roger J. Munson – Boise
Richard H. Torgerson – Boise
Michael Weiss – Boise

Four Years

Richard Drake – Boise
Greg Farris – Issaquah, WA
Joe Jacobsen – Boise
Anita Lewis – Boise
James E. Perkins – Boise
J. C. Walton – Boise
Robert L. Carlson – Rexburg
Charles W. Lewis – Pocatello

Elizabeth Jane Parker – Pocatello
Jack B. Northcott – Hailey
David W. Traner – Coeur d'Alene

Five Years

George Barnhart – Post Falls
Ron Polley – Coeur d'Alene
Robert J. Gillespie – Twin Falls
John W. Glick – Fairfield
Thomas E. Patterson – Rupert
Lawrence Larue – Wendell
J. V. Haldy – Idaho Falls
Sharon H. Laird – Rigby
John Hodges – Meridian
Don Lojek – Boise
Michael E. Shore – Caldwell
Matt Sheehan – Boise

Six Years

Thomas F. Dixon – Meridian
William A. Bruce – Blackfoot
Terry A. Johnson, Idaho Falls
Nancy B. Longwith – Idaho Falls
John M. Ohman – Idaho Falls
Roger O. Porter – Rexburg
James R. Marcoux – Buhl

Seven Years

Steven C. Kimball – Boise
Raymond R. Wallace – Meridian
Frank S. Felicione – Idaho Falls
Craig C. Nichols – Pocatello
Carson Rigby – Idaho Falls
John Wordin – Shelley
Michael P. Wheeler – Declo

Eight Years

Barry Boepple – Boise
Col. H. V. Metzger – Falls Church, VA
Berton P. Olsen – Caldwell
Robert H. Zufelt – Boise
Milton E. Blatter – Soda Springs
Steve Hildreth – Blackfoot
Jerry R. Meyers – Pocatello
Jean S. Seiber – Rexburg
James D. Hoag – Twin Falls
Lee Ohman – Athol

Nine Years

Berty C. Bailey – Coeur d'Alene
Garry Merritt – Salmon
Douglas W. Austin – Escalante, UT

Ten Years

John Pickrell – Boise
Nick White – Boise
Dennis F. Wollen – Boise
Stanley O. Johnson – Idaho Falls
Richard J. Wagner – Idaho Falls
Marilyn J. Miller – Twin Falls
Ellis M. Vawter – St. Maries
Howard C. Verbeck – Bonners Ferry

See page 3

SAFE PILOTS AWARDS CONTINUED

Eleven Years

Peter E. Rork – Sun Valley
Dick Shotwell – Twin Falls
Joseph G. Corlett – Boise
Robert D. Glaisyer – Boise
Karen R. Marchbanks – Boise
Jerome W. Terlisner – Boise

Twelve Years

Jerry Frederick – Nampa
John A. Kangas – Boise
Harold E. Thomas – Boise
Ray Funk – Aberdeen
Douglas J. McFall – Idaho Falls
William H. Bailey – Coeur d'Alene

Thirteen Years

Randy Luke – Rexburg
K. L. Maland – Chubbuck
Robert H. Creighton – Boise
Paul Easterbrook – Emmett
Frank Kruesi – Boise

Fourteen Years

Larry Hippler – Boise
Martin M. Koch – Caldwell
Randall Gibson – Blackfoot
Paul E. LaBeck – St. Anthony

Fifteen Years

Donald M. Ellsworth – Idaho Falls
Dan Neu – American Falls
Richard N. Price – Blackfoot
Joseph H. Terry – Boise

Sixteen Years

Ronda M. Lindholm – Boise
Dennis C. Scifres – Boise
David H. Napper – Idaho Falls

Seventeen Years

George D. Hobson – Boise
Daniel J. Hutchison – Boise

Eighteen Years

Larry Hettinger – Meridian
Glen D. Fairbanks – Twin Falls

Nineteen Years

Paul W. Jensen – Pocatello
Connie Ganiere – Roanoke, TX
Marcus R. Hoff – Idaho Falls
Dale A. Thomas – Gooding
William F. Whittom – Rupert
David A. Walton – North Fork

Twenty Years or More

Ross M. Randle – Twin Falls
Roger D. Vincent – Filer
William T. Hill – Kimberly
Leo Stokesberry – Filer
Zan Aslett – Ririe
Robert L. Bruneel – Jackson, WY
Keith L. Duffin – Aberdeen
Allan C. Gliege – Pocatello

A. H. Sickinger – Chubbuck
Marc W. Anderson – McCall
Marvin Gregersen – Boise
John Goostrey – Boise
Samuel E. Stone – Boise
Lawrence M. Velasquez – Boise

Quarter Century or More

Gayle B. Allen – Boise
Max N. Berry – Boise
George Eldridge – Nampa
C. R. King – Boise
William B. Scherer – Ontario, OR
Jerry Wilda – Caldwell
Gilbert Breeding – American Falls
Bill Guth – Salmon
Norman Guth – Salmon
Ross Wynn – Ashton
Joy Aslett – Jerome
Harry R. Merrick – Twin Falls
L. N. Purdy – Picabo
Robert G. Squire – Buhl
Dell S. VanOrden – Filer
Eugene Soper – Athol
James E. White – Clark Fork

One Million Miles or More

Phil Spessard – Chubbuck
Bert A. Bollar – Boise
Lyn Clark – McCall
Paul C. Dougherty – Boise
Omar W. Fricke – Meridian
Ray C. Glidden – Boise
James Goebel – Mountain Home
Rollin A. Hatfield – Meridian
Dean Kidd – Meridian
John Maakestad – Boise
Robert A. MacKinnon – Boise
William D. Parker – Boise
Patrick T. Peterson – Boise
Gayle W. Sewell – Boise
John Shelstad – Boise
Marshall R. Smith – Meridian
Mark J. Walker – Boise
Richard K. Williams – Kuna
Clint Yates – Council
Warren Barry – Twin Falls
Dick Reeder – Twin Falls

Two Million Miles or More

Earl O. Smith – Post Falls
Jay L. Morris – Emmett
John W. Taylor – Boise
Charles L. Gandy, Jr. – Boise
Keith H. Henninger – Boise
William C. Miller – Boise

Three Million Miles or More

James R. Hetherington – Boise
Jim Larkin – Boise
Robert D. Patrick – Emmett
John W. Pennington – Weiser
John R. Peterson – Boise
Stuart C. Peterson – Boise

DOE PROPOSES INEL AIRSPACE LIMITATIONS

Idaho pilots responded in large numbers to an invitation to the public to comment on the proposal to establish Prohibited Areas over Department of Energy Nuclear Facilities. The meeting of greatest interest to us was held on April 4th in Idaho Falls.

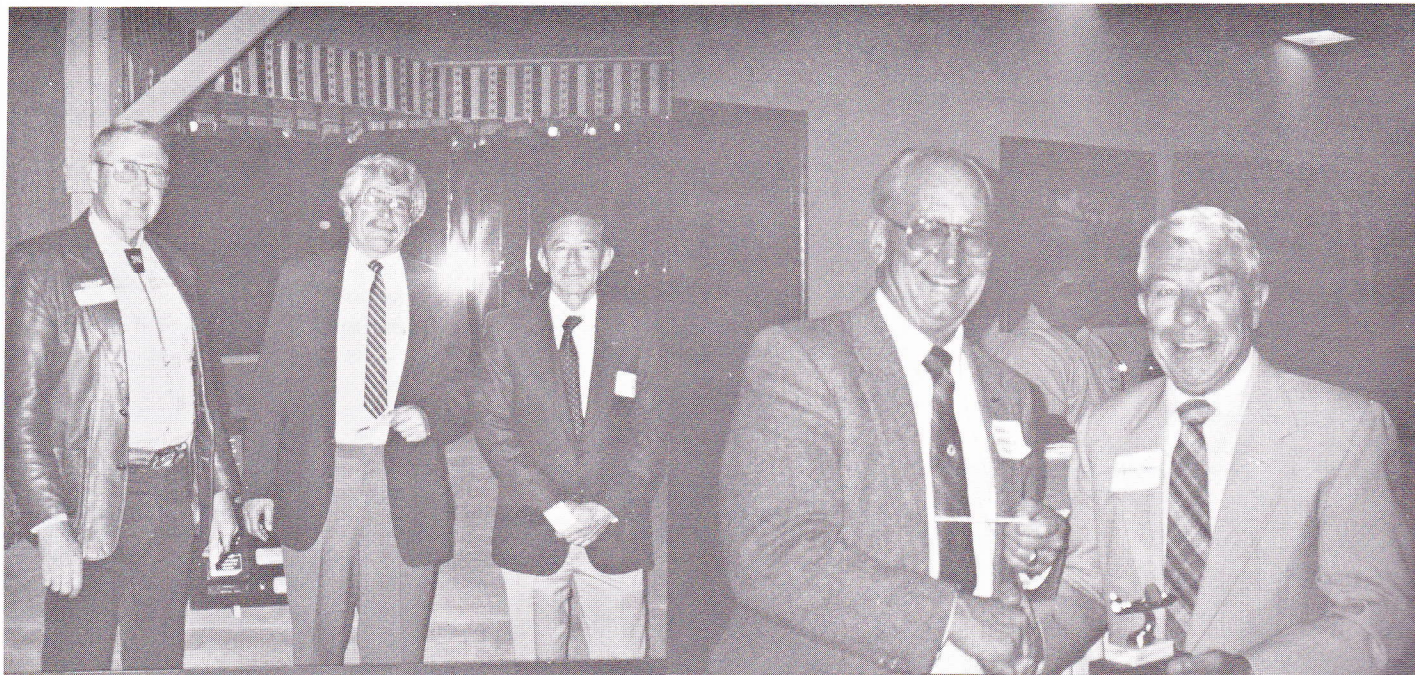
The issues raised in this proposal are based on what DOE considers an unacceptable threat of terrorist attack on nine nuclear weapons facilities, and the requirement to reduce the potential for release of radioactive materials from accidents induced by aircraft crashes.

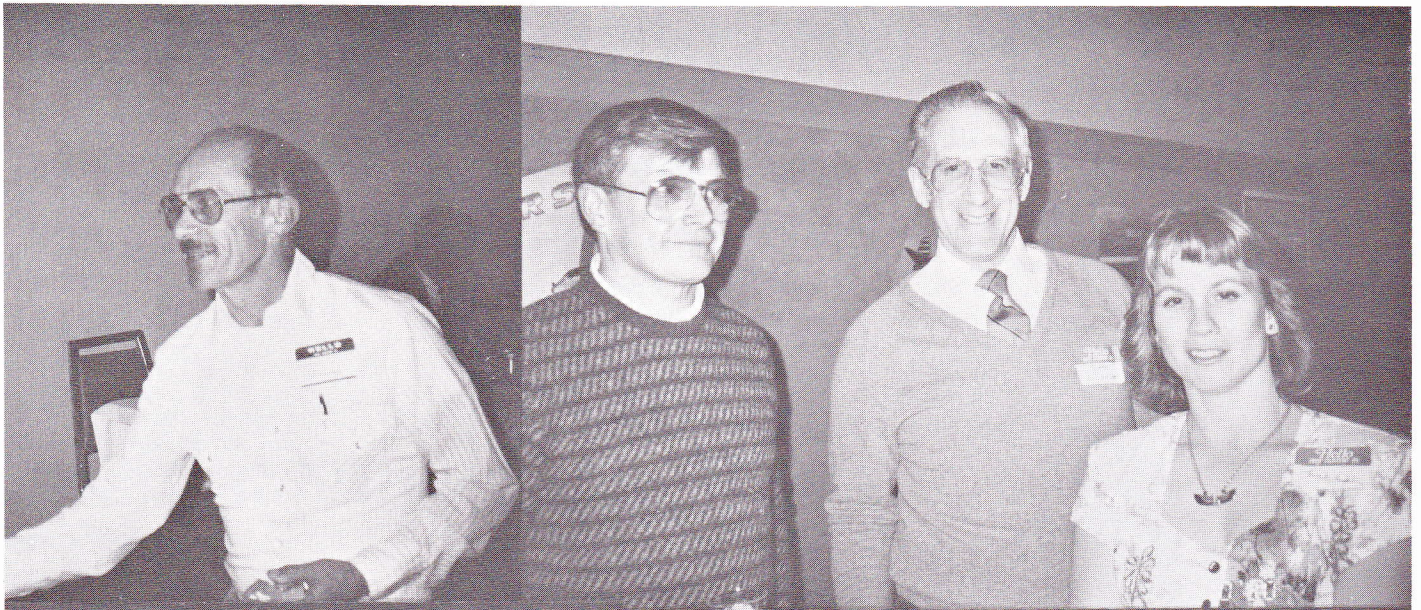
Many of the pilots making comment for record at the hearing were employees of the INEL. None of them seemed hesitant to point out that there are no trigger devices, nuclear weapons, or weapons grade materials at the site. One engineer also stated that the buildings at the facility had been architecturally designed to withstand the forces of an event such as a plane crash.

The Bureau of Aeronautics also entered comment for the record, opposing the establishment of prohibited airspace. Besides the obvious failure by DOE to substantiate the need at INEL, the adverse impact on general and some commercial aviation, nearby airports and flying safety overwhelmingly argues against such an action.

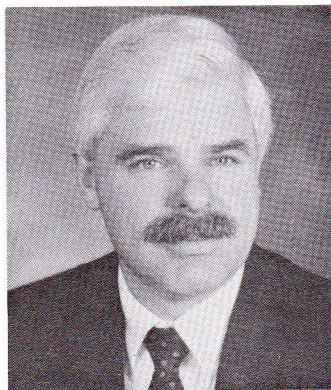
The closing date for comment regarding this issue was May 7, 1990. We'll now watch to see what DOE's next move may be. Be prepared to respond in the event the FAA elects to go into the Notice of Proposed Rule Making (NPRM) mode.

We'll keep you alerted so this doesn't catch you by surprise. Also, stay in touch with your local Idaho Aviation Association representative for current information regarding Idaho Airspace.





ANDERSON IS ELECTED TO AAAE COUNCIL



John Anderson

Boise Airport Director, John Anderson, has been elected President of the Northwest Council of the American Association of Airport Executives.

The Northwest Council of AAAE represents the Northwest States, British Columbia and Alberta, Canada and Alaska at the national level of AAAE on matters of airport planning, financing and legislative proposals.

FENCE GOES UP AT HENRY'S

Our sincere thanks to the eastern Idaho pilots who volunteered to help our maintenance crew. On Sunday, June 3, Paul LaBeck and friend Gaylene and Clint Schwalm from St. Anthony; Ed and Sharon Laird, Jack Anderson and Don Suckling from Idaho Falls went to the Henry's Lake Airstrip and put up the electric fence.

They reported "no cows on the runway and the strip is in good shape." Remember there might be antelope on the airstrip... so be aware!

FY 1991 STATE AIRPORT GRANTS

The Idaho Transportation Board has approved the following airport projects to receive state funding as recommended by the Idaho Aeronautics Advisory Board.

Airport	Description	Amount
Various	Restock airport materials inventory and small projects (less than \$2,000 state share).	\$ 20,000
American Falls	Crack seal runway; seal coat runway, and apron.	6,500
Arco	Match FAA grant: construct new runway and connecting taxiways.	50,248
Arco	Medium intensity runway lighting system.	35,000
Bancroft	Remove deteriorated asphalt and construct a gravel runway.	7,000
Blackfoot	Advance design and match FAA grant – reconstruct taxiway and apron.	21,677
Eagle/Ada	Match FAA grant: complete site selection, feasibility, and master plan for proposed new general aviation airport.	4,000
Preston	Resurface taxiway and apron.	10,074
St. Anthony	Crack seal and slurry seal asphalt surface.	24,940
Sandpoint	Match FAA grant: install visual approach slope aid, DME with existing NDB, and automated weather observation system; and construct additional tie-down apron.	3,677
Soda Springs	Match FAA grant: site selection, environmental assessment, and master plan for replacement airport.	3,500
Weiser	Match FAA grant: reconstruct and lengthen runway, reconstruct connecting taxiway and apron.	17,148
		<hr/> \$203,764



Fire season will create temporary flight restrictions that aviators should be aware of.

SELWAY-BITTERROOT WILDERNESS PLAN RECOMMENDATIONS

On June 2, 1990, the Limits of Acceptable Change (LAC) Task Force approved a draft management planning document for the Selway-Bitterroot Wilderness Area. This portion of the plan addresses trails, visitors, and airfield management.

The general management direction is to prevent significant deterioration of the wilderness from its current status. Generally, airfield management will emphasize the function of the wilderness airports (Moose Creek, Fish Lake, Shearer) as wilderness-dependent access points.

A study/monitoring program over the next few years will establish baseline data which will not be used in airfield management. The study/monitoring program will measure airfield usage factors such as length of stay, landings per day, and landings per year. Education will be the primary management method to orient aircraft use toward wilderness dependent activities.

The general feeling of the task force is that a strong information/education program will result in fulfillment of management goals, without having to resort to user fees on a permit system.

The draft plan will be published late this summer or early in 1991. We will see that every registered Idaho pilot receives a copy of the airfield management plan as soon as it is published.

A 45-day public comment period will follow the publication of the document. This will allow aviation organizations and individual pilots to express their concerns before any final plan is approved.

AWARDS BANQUETS CELEBRATE IDAHO SAFE PILOTS

Thirty years ago, the Idaho Safe Pilot Awards Program was initiated to recognize and honor those pilots who met the established criteria. Each year, pilots around the state congregated at various locations to enjoy a banquet dinner and the camaraderie unique to aviators.

For some reason, the enthusiasm for the banquet dinner waned, and, over the past few years, the awards had been given out as a part of a safety meeting activity.

This year, as part of the effort to re-invigorate this valuable program, the Bureau sponsored awards banquets at Coeur d'Alene, Blackfoot, Boise and Twin Falls. The turnout at each location was exceptional, giving every indication that the return to the dinner program is a welcome change.

We were able to book Ralph "Porky" Thompson to entertain participants at the Coeur d'Alene and Boise banquets. In Blackfoot, aviators from Eastern Idaho assembled to socialize and listen to our guest speaker, Gene Nora Jessen, the International President of the 99s.

Magic Valley pilots and friends joined forces in Twin Falls to receive awards and hear guest speaker Dan Denny describe some of his adventures in the manufacturing and marketing of his Kit Fox Aircraft. Combined attendance at all four banquets was just over 300 of Idaho's finest aviators.

We intend to take steps to keep the momentum going for the Safe Pilot Program. Some aviators have asked that the criteria for the award be clarified, and that will be accomplished this summer. We've also been asked to include criteria designed for ag aviators and sailplane enthusiasts.

We want to keep this program uppermost in everyone's mind as they pursue their aviation activities. We urge you to make recommendations you think may improve the process.

We'd like to see all your names on next year's list of Idaho Safe Pilot Award winners. Now is the time to start your participation in the program. Plan to join us at next year's banquet in your area and bring a friend or two.

CHIEF'S BRIEF

From front page

portation Committee. Despite good support from a cross-section of Idaho aviation and the AOPA, a strong campaign led mainly by out-of-state interests defeated the fuel tax proposal.

My sincere thanks to all of you who gave us your views on the bills, and especially to those who testified before legislative committees in support of the bills.

Because Idaho airports still need more financial aid for repairs and improvements, the Bureau plans to introduce the fuel tax proposal when the legislature reconvenes in January.

Salmon River Airstrip. A Bureau of Aeronautics survey last winter found a majority of aviators support a public airstrip on the Salmon River. Over 450 questionnaires were returned with 93% in favor of an airstrip. Despite this strong support, a number of important concerns were raised: limited field size, cost, and justification.

This summer the Bureau staff will evaluate several possible sites and determine the feasibility of a public airstrip on the Salmon River. I will keep you posted on this important Idaho aviation question.

Airport Improvement Grants. This spring a total of \$203,760 has been approved for the Bureau's airport development grant program. The grants were awarded to 12 Idaho agencies to help match FAA grants or for state-local projects to improve or repair their airports and navigation facilities (see article on p. 6).

However, the total grant assistance requested this year was \$613,500. In addition, there are other airport projects needed for which the sponsor did not request grant assistance. These airport needs continue to grow.

The Bureau believes that increased funding for the grant program is essential to prevent irreparable deterioration of our local airports. Airport operators and pilots will be asked for help to get additional funding for airports from the next legislature.

CALENDAR OF EVENTS

Date	Activity	Location	Contact/ Time
June			
24	Caldwell Air-A-Fair	Caldwell Airport	George Eldridge
30-1	Maintenance Project	Magic Reservoir	Bill Miller 208/344-8775
July			
6-8	Coeur d'Alene Family Fly-In	Coeur d'Alene	Ray Glidden 208/334-8775
8	IAA General Membership Break-fast Meeting	Coeur d'Alene	Anita Lewis 208/384-5376
15	Tri Cities Int'l.	Pasco, WA	509/376-5742
11-18	Maintenance Project	Bruce Meadows	Dennis Loosli 208/334-8785
18	99s International Convention	Las Vegas Hilton	800/835-1395
28-29	Maintenance Project	Warm Springs	Ray Glidden 208/334-8775
28-29	Idaho Falls Airshow	Idaho Falls	208/529-1221
August			
11-12	Wendover Airshow & Jet Races	Wendover, UT	801/259-8431

Idaho Bureau of Aeronautics
3483 Rickenbacker Street
Boise, ID 83705
(ADDRESS CORRECTION REQUESTED)

VFR CORRIDOR

From front page

the route, and the Paradise MOA is overhead. Pilots using the corridor should stay at altitudes between 8,000' to 10,000' MSL.

Pilots intending to use this route should contact Mtn. Home Air Traffic control on 124.8 for traffic advisories and local altimeter settings. It is recommended that you observe hemispheric altitudes while in the corridor. You should also try to keep the highway on your left as you transit the route. The airspace is two nautical miles either side of the road.

As a reminder, Sheep Creek 3 MOA sits between the air base and the northern end of the corridor. The military uses the airspace in that MOA from 100' AGL up to 7,000' MSL, so you can operate above it. Still, you are advised to be in contact with Mtn. Home approach on 124.8 for advisories.

Base personnel have been very helpful in keeping us advised of the changes in their airspace management. We can recommend direct contact with Kent Apple at (208) 838-6407, if you have specific questions regarding this recent change.

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